

(e) *Oil radiators.* Each oil radiator must withstand, without failure, any vibration, inertia, and oil pressure load to which it is subjected during the block tests.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974, as amended by Amdt. 33-10, 49 FR 6852, Feb. 23, 1984]

§ 33.72 Hydraulic actuating systems.

Each hydraulic actuating system must function properly under all conditions in which the engine is expected to operate. Each filter or screen must be accessible for servicing and each tank must meet the design criteria of § 33.71.

[Amdt. 33-6, 39 FR 35467, Oct. 1, 1974]

§ 33.73 Power or thrust response.

The design and construction of the engine must enable an increase—

(a) From minimum to rated takeoff power or thrust with the maximum bleed air and power extraction to be permitted in an aircraft, without over-temperature, surge, stall, or other detrimental factors occurring to the engine whenever the power control lever is moved from the minimum to the maximum position in not more than 1 second, except that the Administrator may allow additional time increments for different regimes of control operation requiring control scheduling; and

(b) From the fixed minimum flight idle power lever position when provided, or if not provided, from not more than 15 percent of the rated takeoff power or thrust available to 95 percent rated takeoff power or thrust in not over 5 seconds. The 5-second power or thrust response must occur from a stabilized static condition using only the bleed air and accessories loads necessary to run the engine. This takeoff rating is specified by the applicant and need not include thrust augmentation.

[Amdt. 33-1, 36 FR 5493, Mar. 24, 1971]

§ 33.74 Continued rotation.

If any of the engine main rotating systems will continue to rotate after the engine is shutdown for any reason while in flight, and where means to prevent that continued rotation are not provided; then any continued rotation during the maximum period of flight, and in the flight conditions ex-

pected to occur with that engine inoperative, must not result in any condition described in § 33.75 (a) through (c).

[Doc. No. 28107, 61 FR 28433, June 4, 1996]

§ 33.75 Safety analysis.

It must be shown by analysis that any probable malfunction or any probable single or multiple failure, or any probable improper operation of the engine will not cause the engine to—

- (a) Catch fire;
- (b) Burst (release hazardous fragments through the engine case);
- (c) Generate loads greater than those ultimate loads specified in § 33.23(a); or
- (d) Lose the capability of being shut down.

[Amdt. 33-6, 39 FR 35467, Oct. 1, 1974, as amended by Amdt. 33-10, 49 FR 6852, Feb. 23, 1984]

§ 33.77 Foreign object ingestion.

(a) Ingestion of a 4-pound bird, under the conditions prescribed in paragraph (e) of this section, may not cause the engine to—

- (1) Catch fire;
- (2) Burst (release hazardous fragments through the engine case);
- (3) Generate loads greater than those ultimate loads specified in § 33.23(a); or
- (4) Lose the capability of being shut down.

(b) Ingestion of 3-ounce birds or 1½-pound birds, under the conditions prescribed in paragraph (e) of this section, may not—

- (1) Cause more than a sustained 25 percent power or thrust loss;
- (2) Require the engine to be shut down within 5 minutes from the time of ingestion; or
- (3) Result in a potentially hazardous condition.

(c) Ingestion of ice under the conditions prescribed in paragraph (e) of this section, may not cause a sustained power or thrust loss or require the engine to be shut down.

(d) For an engine that incorporates a protection device, compliance with this section need not be demonstrated with respect to foreign objects to be ingested under the conditions prescribed in paragraph (e) of this section if it is shown that—